



2012 FORD MUSTANG BOSS 302



Building on the spirit of the 1969 Mustang Boss 302 – one of the most sought-after examples of American performance in the world – a select team of Ford engineers, designers and stylists has distilled the groundbreaking GT to its purest form. Every component has been examined. Each system has been strengthened, lightened and refined. The result is the 2012 Mustang Boss 302, a street-legal race car destined to be America's next performance legend.



Driving the new 2012 Mustang Boss 302 was intended from the outset to be a visceral experience, packed with raw, unbridled performance across the spectrum – acceleration, handling, braking, and top speed. With adjustable dampers, Brembo front brakes, staggered wheels and tires and a quad exhaust system, Boss is an uncompromised sport driving experience engineered for street and track duty.



KEY FEATURES

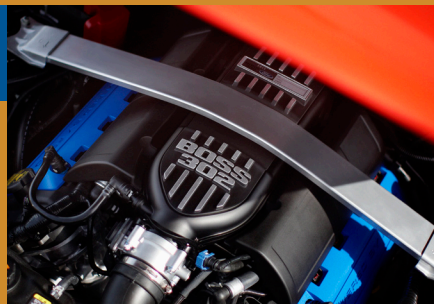
- Boss-specific 440-hp 5.0-liter DOHC V8 engine
- Short-throw, close-ratio six-speed manual transmission
- Limited-slip 3.73 ratio rear axle using carbon fiber clutch plates, with optional TORSEN® differential available
- Quad-pipe exhaust system with noise-attenuated side outlets
- Firmer coil springs and suspension bushings at all four corners
- Larger-diameter rear stabilizer bar
- Manually adjustable shocks and struts
- Lightweight 19-inch charcoal gray alloy racing wheels
- Pirelli™ P Zero™ summer tires; front: 255/40ZR19, rear: 285/35ZR19
- 14-inch vented front rotors with Brembo™ four-piston calipers
- Boss-specific high-performance rear pad compound
- Low-compressibility brake lines
- Aggressive front splitter
- Rear spoiler



HEART OF THE BOSS: 302 CUBIC INCHES

Boss 302 is powered by a version of the advanced, dual overhead camshaft (DOHC) 5.0-liter V8 found in the Mustang GT. Tuned by the Boss team, this all-aluminum engine produces 440 horsepower and 380 lb.-ft. of torque using:

- Twin independent variable camshaft timing (Ti-VCT) which allows maximum high-rpm horsepower without sacrificing low-end torque
- "Runners-in-the-box" intake plenum which enhances airflow for charges to 7,500 rpm
- Aggressive engine control calibration which is tuned for maximum performance at all engine speeds



VITAL STATS

Powertrain: 5.0-liter DOHC Ti-VCT V8, 440 hp, 380 lb.-ft. torque

Production location: AutoAlliance International Plant, Flat Rock, Mich.



2012 FORD MUSTANG BOSS 302 LAGUNA SECA



Celebrating the first-place Boss 302 finish at the 1970 Trans-Am Series opener, the 2012 Laguna Seca package is designed for enthusiasts more interested in peak track performance than convenience and utility.

A bright red C-stripe offsets either Black or Silver paint, complemented by a red roof panel. Red accents set off the mirror caps and rear spoiler. And unmistakable Laguna Seca—unique red wheels complete the appearance package.

Boss Laguna Seca uses the same 440 hp 5.0-liter V8 as the standard Boss, using refinements to the driveline, suspension, steering and brakes to deliver as close to a race-car experience as is possible.



KEY FEATURES

Boss Laguna Seca includes all standard Boss 302 equipment, plus:

- Torque-sensing (TORSSEN®) 3.73 ratio limited slip rear axle
- Higher coil spring rates
- Larger-diameter rear stabilizer bar
- Re-engineered lower control arms
- Unique tuning of the manually adjustable shocks and struts
- Lightweight 19-inch red alloy racing wheels
- R-compound ultra high performance Pirelli™ P Zero™ tires; Front: 255/40ZR19, rear: 285/35ZR19
- Rear-seat delete with cross-car X brace
- Front brake cooling ducts
- Laguna Seca specific front splitter
- Laguna Seca specific red rear spoiler
- Standard RECARO® front bucket seats and Alcantara steering wheel
- Red roof panel and body accents
- Red C-stripe accenting Black or Silver paint



VITAL STATS

Powertrain: 5.0-liter DOHC Ti-VCT V8, 440 hp, 380 lb.-ft. torque

Production location: AutoAlliance International Plant, Flat Rock, Mich.



FORD RACING BOSS 302R

Race fans are familiar with the Ford Racing Boss 302R, an off-road-only vehicle complete with roll cage, race seats, safety harness, data acquisition, race dampers/springs and Brembo™ brakes. What they haven't known is that the Boss 302R also has been serving as a very public test bed for the all-new road-going Mustang Boss 302.

The Boss 302R race cars use many Boss 302 production parts, giving engineers six months' worth of racing telemetry to add to the tests pulled from the 2011 Mustang program. The track experience was helpful in identifying improvements for the production Boss — particularly the Laguna Seca model — to provide a competitive race car right off the showroom floor.